Previous references.

LB 370-06 (1-2)

1912-13
Local Boards

File No. 254-12

Serial Nos. 1 to 2

Later references.

L/s 45-13 (1 to 8)

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. 1 to 2

Part B. for October 1913

SUBJECT

Improvement of D.F. roads, in the Mysore Dt.

---

(1) From the Presdt. Dt. Bd, Mysore, no 5538 D/27-7-13. Recommends for sanction the proposals of the Dt. Bd that 5 of the D.F. roads may be transferred to the P.W.D. for maintenance out of Genl. Revenue, & a lakh of rupees allotted for the improvement of the other roads, & that all the D.F. roads may be maintained by the P.W. Deptt, a fixed contribution therefor being recovered from Dt. funds annually.

(2) To the Presdt. Dt. Bd. Supdg. Engr. & Chief Engineer, no 4876 D/22-10-13. Declines to sanction the proposals & requests to consider the feasibility of levying tolls on some of the roads.

Preparing

G.R.S. 11] 1912-13

GENERAL AND REVENUE SECRETARIAT.

(Kb)

NOTES.

File No. 2521/12

FILE HEADING.

Improvement of D.7. roads, Mysore Dt

From

The President District Board Mysore Dt

No. 538 Dated 27th March 13 Received 1.4.13

Diary No. 5833	Enclos.	Spare Copies.	Serial No. 1

BRIEF ABSTRACT OF LETTER.

Recommends for sanction the proposals of the District Board that 50 of the D7 roads may be transferred to the D.P.W for maintenance out of General Revenues and a lakh of rupees allotted for the improvement of the other roads. Or that all the D7 roads may be maintained by the P.W.D. a fixed Contribution therefor being recovered from D. Funds every year

NOTES AND ORDERS.

The roads in the Mysore District are now reported to be in very bad condition and this statement is not in concord with the report of the Executive Engineer, in 1910

Y (Please see para 37 of his report appended to the D.7. Admn report for 1909-10

NOTES—First Sheet.

GPB.—35,000—15-6-12

R. S. 12]

General and Revenue Secretariat.

LB File No. 254 of 1912-13.

Serial No.

2) The District Board propose the transfer of certain roads for maintenance from State Funds on the ground that the Government derives more benefit from traffic on roads than what the District Board gets. But it is an accepted principle here as elsewhere in British India that the local bodies should maintain the local roads within their jurisdiction. The maintenance of roads is one of the primary and important duties devolving on the District Boards. It is understood that to merit maintenance from general revenues a road must be a main or trunk road of sufficient importance. Though there may be some justification for the proposed transfer of the roads noted in the margin for maintenance from General revenues on the ground that they are important branch or feeder roads to the existing Provincial roads were do not seem to exist such strong grounds for the transfer of the local roads from Ramanathapur to Yedatore & Hampapur which are purely local and do not form important communications

1 Bangalore - Ulsoor road via Kankanhalli
2 Seringapatam - Chamarajapatna
3 Yelwal - Hassan.

NOTE—Contn. sheet.

GPE—61,000—17-6-12.

R. S. 12]

General and Revenue Secretariat. | A & B File No. 2574 of 1912-13

Serial No.

3) Even in the case of the first three roads Government have more than once declined to accede to the proposal for the transfer of these roads for maintenance from General revenues.

Please see

x G.O. No. (1046-7/LB370-06-2 dated 5.8.1907.

W 2 Somwarpalam - " 14394/L7171-93 dated 28.3.1903

V Chemaraypatna " 20916/L7171-93 dated 5.6.1894

U 3. Hassan-Yelwal " 4369/L7171-93 dated 11th July 190

T " " 12003-4/L7171-93 dated 24-3-98

S 1 Bangalore-Mysore " 5880-84/L7171+93 dated 30-10-190

4) In this connection attention is also invited to the notes of the late Chief Engineer based on the remarks Mr McHutchin dated

Q 6th May 1907 and his letter no 338/3625 of the

R 4th June 1901 with notes based on the views of the his predecessors in office Viz Col Bowen and Col: Campbell - on the same matter.

5) As regards the Mysore-Talakad-Sivasamudram road reported to be in an exceedingly bad condition it is submitted that it was very recently transferred for maintenance by the work agency. A part of the road suffered considerable damage from the recent unusual floods in the Cauvery and the Kapila. A Special grant for the improvement of this road may be necessary

NOTE—Contn. sheet.

GPE—68,000—17-6-12.

R. S. 12]

General and Revenue Secretariat.

LB File No. 254 of 1912-13

Serial No. 6

The following Statement shows the money spent on the upkeep of the roads in the Mysore district during each of the three previous years and the proportion it bears to the total income.

Year.	Total income including Public Debt	Expenditure on roads.	Percentage
1911-12	1,54,438.	45100.	29.2
1910-11	1,49,863	44291	29.6
1909-10.	1 44 888	53 753	37.1

* Exclusive of charges on account of Est: + Tolls + Plant.

7) For the principles followed in Madras in regard to the allotment for the maintenance of D7 ~~roads~~ roads please see article 489 of the L.7 Code.

8) The proportion of the allotment on account of Communications in the Mysore Dt during each of the past three years with reference to the total income from local cess and tolls is exhibited by the following table:-

	Total of 7½ cess + Tolls	Allotment for roads.	Percentage
1911-12	1,24,000	68,550.	55.3
1910-11.	1,22,094	58,050.	47.6
1909-10	1,19,231	60050	50.3

9) Thus it will be seen that the money allotted in the Mysore Dt is not less than that prescribed for allotted in the Madras Presidency.

10) May the Chief Engineer be consulted unofficially in the matter on the points raised by the Dy Commr.

P

P T O

21.A.13

GPB—65,000—17-6-12.

4633

R. S. 12

General and Revenue Secretariat.

LB File No. 257 of 1912-13

Serial No.

as the mileages fixed for most of the roads so far back in 1902 are still in force Subd for orders.

G.O. No. 9228-9½/476-02-14 dated 2-12-02. Para 6

KPQ 21.4.13

11) The proposal may not be supported by the Chief Engineer as the transfer of the roads to the P.W.D would involve additional outlay in the P.W.D budget. The proposal has been examined and negatived by Mr McHutchin in his note dated 6 May 1907.

Q

12) It is worth Considering whether the District Boards should not be requested to postpone all new communications and divert all available funds in improving the existing roads, say for a period of 5 years.

LL 22/4/13

D/Secy)

13) Mr McHutchin's views being dated so far back as 1907, the views of the present Chief Engineer on this new reference may be unofficially obtained to complete the information as under

Draw 23/4

5835

(6

R. S. 12]

General and Revenue Secretariat.

LR File No. 254 of 1912-13

Serial No.

Lr. No. 161 23.4.13

14) Forwarded to the Chief Engineer in Mysore for remarks in regard to the proposals made by the Mysore City Municipal Council.

Lt Ba

By order
Subbaraidaliu
23/4/13
Under Secy to Govt
G & R Depts

Memo No 58 P.W.D Dated 26th April 1913

15) The grant at present allotted for the annual maintenance of Provincial roads is Rs 4.60.000. whereas it stood at Rs 3,75,000 ten years ago. There is also a proposal under the consideration of Government as to whether it may not be possible to increase the present grant by another half-a-lakh of rupees in order to maintain, in as satisfactory a condition as is expected by the public, certain Provincial roads which have become deteriorated on account of increase of traffic. There is therefore every likelihood of the present grant being fixed at Rs 5 lakhs, if not more, for some years to come.

16) The increase in the maintenance grant from Rs 3,75,000 to 4,60,000 is due partly to a length of 45 miles having been added to Provincial roads during the last decennium and partly to the rate of mileage grants for important roads having been enhanced. With a prospective expenditure of more than Rs 5 lakhs on the road maintenance in future years from the Public Works grant, and which is

NOTE—Contn. sheet.

GPB—65,000—17-6-12.

Serial No.

is limited to Rs 30 lakhs, and from which all increased expenditure under other service heads is expected to be met, it is hardly possible to take over and maintain in an efficient condition the five District Fund roads referred to in the correspondence nor are any cogent reasons adduced for taking such a step. None of these roads can be called trunk roads connecting important centres. They seem to have been opened mainly for securing internal communication between the Taluks and as such must continue to be maintained by the Boards.

2. (17) With the exception of the Bangalore-Mysore road via Kankanhalli and portions of the remaining four roads pass through the Hassan District. The maintenance grants for all the five roads stand as shewn hereunder:-

Name of road.	Grant	
	Mysore District	Hassan District.
(1) Bangalore-Mysore road.	2,495	
(2) Seringapatam-Chennarayapatna road.	5,550	500
(3) Yelwal-Hassan road.	3,900	2,915
(4) Yedatore, Ramnathpur road.	1.200	300
(5) Hampapur-Ramnathpur road.	1,350	560
T o t a l Rs	14,495	4,275

NOTE—Contn. sheet.

GPB—65,000—17-6-12.

G. R. S. 12]
General and Revenue Secretariat.

File No. 254 of 1912-13

Serial No.

(18) If the request of the President of the Mysore District Board be acceded to, there is no reason why the same concession should not be extended to the Hassan ~~District Board. Thus, an additional expenditure of Rs 18,770 or say Rs 20,000 in all, will be thrown on the~~ Public Works Budget. In view of the fact that several desirable improvements have been held back for lack of funds, the Public Works Budget cannot meet the additional expenditure proposed.

~~3.~~ (19) ~~If the District Board are unable to meet the~~ increased cost of maintenance of the roads in question and to allot funds for their special repairs, it is suggested that the requisite funds may, in the first instance, be given from Local Funds General, until all the special repair work is completed.

For Offg. Chief Engineer of Mysore.

~~Bangalore,~~
29th July 1913.

B.V.

31.7.13

R. S. 12]

General and Revenue Secretariat.

KB File No. 254 of 1912-13

Serial No.

(20) Submitted with the opinion of the Chief Engineer
KPGR 1.8.13 (21) does the present condition of the L.F. General admit of any grant being out of it as suggested by the Chief Engr?

C.O 8.8.13

Hon. 5/8.

(22) The income and expenditure relating to the L.F. General for 3 years is as noted below:-

	Actuals for 1911-12.	Probable for 1912-13.	Probable Estimate for 1913-14
Opening balance	1,67,298	1,74,241	181,158
Receipts	2,01,318	1,85,420	190,070
Total	3,68,616	3,59,661	371228
Expenditure	194,375	1,78,503	173,360
Closing Balance	1,74,241.	1,80,158	197,868

The recurring annual income and expenditure may safely be estimated at Rs 1,85000 and Rs 1,75000 respectively and thus the financial condition of the L.F. General permits of small additions to the recurring expenditure.

(23) Both the maintenance of roads is a duty primarily devolving on District Boards. Grants for the annual maintenance of roads from a local fund General do not seem to have been made in the past. It is apprehended that if the relief sought for by the Mysore District is given at the cost of L.F. General, other districts will follow suit. It is understood that L.F. General is not generally utilized for the annual repairs of roads.

KPGR 6/8/13

NOTE—Contn. sheet.

PB—65,000—17-6-12.

(183)

R. S. 12]

General and Revenue Secretariat.

LB File No. 254 of 1912–13

Serial No.

24) The request of the Dt Board Council, I am afraid, be acceded to. It involves a serious departure from a well established policy enunciated by executive orders and Legislation. It will further be a retrograde step, as the present policy appears to be to increase the scope of local Boards by permitting the appointment of DB Board Engineers if necessary, rather than to lessen their scope. The DB Board may be advised that to undertake new roads, until its resources increase.

Dy Secy 30/8

25) A concise draft requesting the withdrawal of Govt to sanction either of the two alternative proposals of the D. B. may be put up. A skeleton on routine Note should be prepared showing at one glance the proposals & views of the various authorities concerned

Skeleton Put-up.
KP
5.9.13
D.O.
EE
2.9.13

11

Draft
2/9 Hm
7/9

26) Draft submitted for approval or other orders

KP.92
5.9.13 SE (11)

27) Please recast the 2nd sheet after draft submit.

D.O.
EE
9.9.13

28) Draft is resubmitted.

Hm
9/9.

KP
10.9.13
11
SE (11)

Dy Secy)

Hm
11/9.

29) The draft is fairly suitable as far as it goes. But it may be expedient to further examine the questions of (1) granting some aid out of D. B. funds or otherwise of (2) increasing or

NOTE—Contn. sheet.

GPB—65.000—17-6-12.

5883

R. S. 12]

General and Revenue Secretariat.

Lb File No. 254 of 1912-13

Serial No.	
	providing for the revenue as the case may be. A short Note may be put up on these aspects which seem to exhaust all the alternatives 13/9 13/9
10-9-13 15	30)
V.	(i) G.O.N°. 7383-97/Lb 269-07-4 dated 28th Jan 1908 laying down instructions for regulating grants from Local funds General is put up.
	It is nowhere laid down for what Specific purposes L.F. General should be ordinarily used, although it is a well understood [illegible] that the purposes must be of general utility to merit grant from L.F.G.
	It has been usual to utilize L.F. General for Bridge works and for well works
Z	[Please see G.O.N°. 2347-8 dated 19th Aug 1898.
P	G.O.N° L72-98 / 10004-12 dated 5th mar 1900. L715-99] also
	Attention is respectfully invited to paras 21 to 28 Supra.
	(ii) No tolls are at present levied on the 5 D.D. roads referred to in the paper under disposal.
	The realizations from tolls on the [illegible] frontier roads in the Ulsoor Dt are credited to the District and Provincial funds in equal proportions though they are maintained out of D.P.W funds Subd.
	K.P.82 19.9.13 (iii) The question of granting aid from L.F. General for the maintenance of roads [illegible] was raised twice before the Chief Engineer ...

NOTE—Contn. sheet.

G. R. S. 12]

General and Revenue Secretariat. | LB File No. 254 of 1912-13

Serial No.

a

negatived by Govt in G.O. No. 436-39-L.R. 171-93 of 11-7-01. Please vide also the office notes of that case, and Chief Engineer's note.

E. R. 1

32) Mr. C. Srinivasa Iyengar's note on L.R. General does not disclose even one instance of such a grant. On the other hand, para 17 & 18 of that note record an instance of refusal of such grant. This disposes of the grant from L.R. General.

33) As regards the imposition of tolls, it has to be noted that there is a limit to the number of toll gates that may be opened without serious inconvenience to the public. The toll is after all only an additional burden on the agriculturists, who is already paying the local cess which was first imposed as a road cess. Therefore the imposition of a toll in addition, can only be justified on roads newly opened, or bridges newly constructed, at heavy expense to the Govt. funds and only so far as to recoup that cost within a reasonable period. Though no such limitations are expressly imposed by the law in force in Mysore, the above principle has been recognised in administering the law. The substance of these rules has been recognised in this

The scope of the toll is under. Dues 26/9

Theory is all right. But no tolls are now levied on the 5 D.F. Roads in question. Dues 26/9

NOTE—Contn. sheet.

GPB—65,000—17-6-12.

(13

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G. R. S. 12]

General and Revenue Secretariat. | LB File No. 254 of 1912-13

Serial No.

Bengal legislature and embodied in their Local Self Govt Act Amendment Act V of 1908 (vide Sec 86A). The increase in the number of toll gates for such purposes as maintenance of roads appears therefore to be of questionable utility.

(4) Subs with reference to para 2 supra. Dy Secy). Asst 25/9.

The draft may be approved 2nd Councillor) Draft approved by the 2nd Councillor 30/9/12 Dy Secy Asst 3/10/12

2 To Presd. Dt Bd, Mysore } No. 4876-7 The Chief Engineer } Dy 22-10-913.

Regrets that neither of the proposals of the Dt Bd can be sanctioned and states that the Bd will do well to postpone new works until their resources improve and also to consider the feasibility of levying tolls on some of the roads concerned.

NOTE—Contn. sheet.

GIP—65,000—17-6-12.

Skeleton showing the views and proposals regarding the improvement of the communications connecting the Philippine Islands

G.R.S. 13]

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

Proposals of the Executive Engineer	Proposals & Views of the Dt Bd.	Views of the P. W. Dept.	Views of the Secretariat
The rules on allotment of roads be increased. Certain D.7 roads be transferred to the P.W.D. A Special Grant be immediately allotted for improvement.	View: The Govt derives more benefit from the traffic on D.7 roads than the District Board. Proposals 1. Transfer of 5 roads to the P.W. Dept. 2 A Special Grant of one Lakh for improving other roads. 3. All the roads be maintained from Provincial funds a fixed Contribution being paid out of District funds.	View of Col Bowen & Col Cambell. The Dt Bds should not open out new roads & communications which they can not afford to maintain with their limited income. They should cut their coat according to their cloth. Mr Mahutchen's views. "The duty of maintaining local roads devolves primarily on the Dt Bds. They should improve their income by keeping tolls. The P.W.D can only maintain the main trunk roads with their limited grant. To give temporarily relief Grants from Govt General may be made. Views of the Present Chief Engineer. Same as that of Mr Mahutchens. "The P.W.D Grant being fixed the Dept can not undertake extra liability especially to maintain local roads. A temporary Grant may be given only for local purposes.	The District Boards may be advised not to undertake new works till their finances improve and divert all possible funds for the improvement of the existing roads. 2. The proposals of the Dt Bd can not be sanctioned.

N. B.—Should routine notes be written on small slips, the notes must be copied or slips pasted on this form.

GPB—85,000—21-4-09.

Office of the Dy Commr
Mysore District

No. S 38
4

Dated 25th March 1913
5833

Rec'd
19-2-1913
SECTION LB

LB
25.4.12
2107

From
K Cheluvaraj Esquire B.A
Dy Commr
Mysore

To
K. R. Srinivasaraya Esqr
Dist
Off Secy. to the Govt. of
Mysore
General and Revenue
Departments

Sir

In Submitting herewith
Copies of the marginally noted
Correspondence between the
Office and the Executive
Engineer Mysore Division,
I have the
honor to state that I found
during my enumeration in
this District many District
Trunk Roads to be in a very bad
condition. This is no doubt
owing partly to the
heavy traffic in
this District.

2. The total length of

1. Letter No. 2001 dated 2.2.13 from the Dy Commr to the Executive Engineer
2. Letter No. 51 dated 18.2.13 from the Executive Engineer to the Dy Commr

of District Fund roads now in use under the supervision of the E.E. is 609½ miles and the cost of their annual maintenance comes to Rs. 40,495/. The annual mileage allotment varies from Rs. 25/- to Rs. 150/- per mile.

3. With a view to improve these roads and put them in a proper order the Executive Engineer was asked to furnish his opinion on the following points:—

(a) Whether the existing mileage allotments require to be revised

(b) Whether any of the important District Fund roads may be made Provincial roads in view of the heavy strain that the maintenance of so many roads will put on the District Fund.

4. The Executive Engineer is of opinion that the maintenance of the marginally noted 5 roads

roads may be transferred
to Provincial
a Special grant of Rs 172000/
be made to put these roads
other roads in good order
immediately, that the
mileage rate be raised which
would increase the annual
maintenance charges from
Rs 44095/ to Rs 1701 and
that a Special grant of Rs
20000/ is necessary for improv
-ing the rupee Talakod-
Sivasamudram road o com
mence to Sivasamudram
raising the mileage allowance
from Rs 501 to Rs 1501. per
mile.

5. The Conversion of the
above five roads into
Provincial ones will reduce
the proposed Special grant
of Rs 172000/ to Rs 127000/ and
there will be a proportionate
reduction of Rs 14475/ and
Rs 21225/ in the Civil

of opinion that the said
five roads may be made
provincial roads, that a
lump sum allotment of
one lakh of rupees be
made for improving the
remaining roads, that
if the above proposals
are not agreeable to Govt.
Government, all the District
Fund roads be made
over to Government the
P.W. Department, the
Dt. Board paying a fixed
annual contribution of
their maintenance, logs with
with the income from
the present toll-gates as
well as from those that
may come into existence
hereafter. The condition of
roads in this district is
most unsatisfactory and
strenuous efforts are necessary
to

to bring them to order.

8. In agreeing with the views of the Board, I request that Government may be pleased to pass some early orders in the matter.

I have the honour to be
Sir,
Your most obedient
servant
K Chandy
President
& Board of
Revenue

Letter No.200 dated 2-2-13 from the Deputy Commissioner and President, Dist Board, Mysore District, to the Executive Engineer, Mysore Division

Sir,

I have the honor to state that I found during my -----, &&&& itineration in this District, many roads in a bad &&&&&&& condition. This may be attributed chiefly to the unusally heavy traffic in the District. As it is very necessary that all of them should be kept in good &&&&&&&& repairs, I ---- request to be informed if the existing mileage allotment require to be raised respecting the roads under your charge. If so, I request that your proposals may be furnished at a very early date so that the matter may be placed before the Board when it meets on 22-2-1913.

2. As regards the roads that are now under the management of the civil Department, I request that you may be so good as to kindly send me a list of such of them as may be transferred to your charge with requisite funds and to intimate the --- mileage allotment that is required for maintaing the remaining roads by the Civil Department.

3. In view of the heavy strain that the maintainance of so many roads in good order will put on the Funds of the District Board, I request also to be informaed whether any of the important District Board roads may be made Provincial roads, after establishing, if necessary toll gates on them.

4. As the District Board will meet on the 22nd proximo for passing the Budget estimate for the ensuing year it is ----- particularly requested that your reply to this letter may be sent at your earliest convenience to enable the Board to consider over the matter along with the Budget estimate."

I have etc.

(Sd) K.Chandy

President,

District Board of Mysore.

"Copy"

for Deputy Commissioner
Mysore District.

Letter No.57 dated 16/18th February 1913 from the Executive Engineer, Mysore Division, to the Deputy Commissioner Mysore District.

Sir,

With reference to your No.200 dated 2-1-13, I have the honor to enclose herewith a list of the District Fund Roads maintained by the P.W.D showing the amounts required immediately to put them in order, and the increase required in the annual grant for them. The funds of the District Board being inadequate for this the only remedy appears to be to apply to Government for a special grant to put the roads in order immediately, and for an annual contribution. I would also suggest that Government may be moved to take up the maintenance from Provincial Funds of the following roads which lead to adjoining districts.

1. Bangalore Mysore Road via Kamakanahally
2. Serangapatna Chennaryapatna Road
3. Yelwal Hassan Road.
4. Yedathore Ramanathpur Road.
5. Hampapur Ramanathapur Road.

As regards the roads maintained by the Revenue Department, I have got got a list of them, nor know their conditions except the Mysore Talakad Road. This road will require at least Rs 20000 to put it in order from Mysore to T.Narsipur, and increase of annual grant from Rs 80 to 150 per mile. There is a considerable amount of traffic on this road, and unless special attention is given to it will go to ruin in one or two years."

I have etc.

(Sd) R.V.Sundarami Iyer,
Executive Engineer,
Mysore Division

" Copy "

Deputy Commissioner
Mysore District

List of the district fund roads maintained by the Public Work Department.

No.	Name of Road	Length in miles	present grant per mile	present grant Total	required for special repairs	future grant per mile	future grant Total	Remarks
1	Bangalore Mysore Road via kankanahalli	27 17½	60 50	2695	15,000	150	6675	Prool
2	Chennarayapatna Halgur road	6	40	240		80	480	
3	Maddur koppa road	12	40	480		100	1200	
4	Mandya Nagamangla road	25	50	1250		100	2500	
5	Mandya Melkote road	6	25	150		50	300	
6	Mandya Bannur road	10 6	60 50	900		80	1280	
7	Lingarajbhatlar kalhally road	31	45	1395		100	3100	
8	French Rocks Station Nellizere road	36	125	4500		150	5400	
9	Jakenhalli Melkote road	4	100	400		100	400	
10	Srirangapatam Sosale Sivasamudram road.	24 18	80 50	2820	20,000	150	6,300	
11	Sosale Narasipur road	2	80	160		80	160	
12	Srirangapatam Chennarayapatna road	37	150	5550		37	5550	prool
13	Krishnarajpet Melkote road	12	50	600		50	600	
14	do Nagamangla road	25	35	875		50	1250	
15	Kibberi-Appiali road	6	40	240		50	300	
16	Yelawal Hassan road	26	150	3900	10,000	200	5200	prool
17	Yedatore Ramanathapur Road	26	60	1200	10,000	100	2000	do
18	Yedatore Sippur Road	4½	40	180		50	225	
19	Beriya Saligram Road	6	40	240		50	300	
20	Hanpapur Ramanathapur road	18	75	1350	10,000	100	1800	prool
21	Hunsur Yedatore road	14	50	700	10,000	100	1400	
22	Hunsur Begur road	46	75	3450	10,000	150	6900	
23	Hunsur Honnagode road	9	30	270	8000	100	900	
24	Palhally kalswady road	2	50	100	2000	100	200	
25	Mysore, Mahadevapur Road	6 4½	60 40	540	5000	100	1050	
26	Nanjangud Hura road	18	50	900	5000	80	1440	
27	Gundalpet Chamarajnagar road	20	80	1600	10,000	100	2000	
28	Nanjangud Narasipur road	17	50	850	5000	100	1700	
29	Kowlandi Kollegal Road	15	80	1200	10,000	100	1500	

30	Dhanaraja's Narasipur road.	21	120	2520	20,000	200	4200	
31	Fraser-pet Hadya Bellada pur road.	10	40	400	2,000	50	500	
32	Yediyur Sippur Road.	3	50	150		50	150	
33	Nelligere Sira Road.	6	60	360		60	360	
34	Benur Bommanahalli road.	2	35	70		50	100	
35	Hassan Periyapatna Bannanur road.	21	60	1260	20,000	150	3150	
36	Sunkur Maddur road.	10	80	800		100	1000	
37	Mysore Subarban road.	6	100	600		100	600	
	Total			44,695	172 000	-	72170	

Mysore
16.2.13

Sd. R. V. Sundaramiar.
Executive Engineer
Mysore Division.

Copy

for Deputy Commissioner
& President St. Bd.
Mysore

Inspection Note by the Deputy Chief Engineer on Mysore-Talkad-Sivasamudram Road.

-----:o:O:o:----

Inspected on 8th February, 1913.

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As a much desired preliminary to the handing over of District Fund roads to the District Boards, this road 33 miles in length with an allotment of Rs.60 a mile was transferred to the Deputy Commissioner for maintenance in April, 1912.

I must say the experiment has not been a success. What ever the reasons, the road has not been maintained in proper condition.

2. The first 13 miles of the road is simply a wreck. It is absolutely unfit for use by motors or springed vehicles. There is a succession of bone-breaking pits, dusty furlongs and surface rendered extremely rough by the use of big rough stone metal. The slabs over many tunnels are exposed with dangerous holes on them.

This section mostly runs on soft black soil and can never stand the heavy paddy traffic from T. Narasipur side if repaired with gravel. It is absolutely necessary to metal this section gradually in 2 or 3 years. The District Board will have to find the money.

3. Miles 14 to 17 up to Kapila not so bad as the first section. There are a number of pits which require to be filled in. A few furlongs close to Gargeswari are badly broken up. These have to be remetalled.

Section 1-17 has the heaviest traffice and requires special treatment.

4. Miles 18-25 up to Hemmige are generally in very good order. A few isolated pits and ramps of hallas require attention.

Excepting the special recoat of a few furlongs, no attempts were visible for the petty repairs of the remaining length of road.

5. It would seem to be necessary to put up a caution board at the starting to say that the road is not fit for motors.

(Signed) K. Krishnaiengar,
Deputy Chief Engineer,
Mysore P.W.D.,

9th February, 1913.

No.1380 dated Bangalore, 17th February, 1913.

Copy of above is forwarded, with complicments to the Deputy Commissioner and President, District Board, Mysore, for information and favour of such action as he may wish to take on the points brought to notice.

(Signed) K. Krishnaiengar,
For Offg. Chief Engineer of Mysore.

Copy
President
D.B. of Mysore

Proceedings of the District Board of the Mysore District passed at a meeting held at 2 p.m. on Saturday the 22nd July 1913.

Ex-Officio Members.

1. The Deputy Commissioner, Mysore District, President.
2. The Assistant Commissioner in charge of the Mysore District Treasury, Vice-President.
3. The Assistant Commissioner in charge of the Mysore Sub-Division.
4. The Assistant Commissioner in charge of the Nanjangud Sub-Division.
5. The Assistant Commissioner in charge of the French-Rocks Sub-Division.
6. The Executive Engineer, Mysore Division.
7. The District Medical Officer, Mysore District. absent
8. The District Sanitary Officer, Mysore District.
9. The Deputy Inspector of Schools, Mysore District.

Non-Official Members elected under clause (d) of para 8 of the Rules under the Local Boards Regulation.

	NAME	TALUK REPRESENTED
10.	Mr. Madappa, Inamdar	Mysore.
11.	Mr. H. C. Subba Rao, Shanbogue	Hunsur.
12.	Mr. M. Subba Rao, Contractor	Heggaddevankote
13.	Mr. Chik Mallappa, Patel	Gundlupet.
14.	Mr. Siddagangappa of Ramasamudra, Land-holder	Chamrajnagar. absent
15.	Mr. Guru Rao, Pleader	Nanjangud.
16.	Mr. Ganjam Venkataramana Setti, Merchant	T. Narsipur.
17.	Mr. B. Narasinga Rao, Pleader	Seringapatam.
18.	Mr. Krishna Sastri, Land-holder	Krishnarajpet.
19.	Mr. Gundappa, Shanbogue	Nagamangala.
20.	Mr. Basaral Parameswariah, Shanbogue	Mandya
21.	Mr. Dowlat Hanumiah Setti, Merchant	Malvalli.
22.	Mr. M.G. Shamiengar, Superintendent, Industrial School, Melkote	French Rocks
23.	Mr. Devoji Rao	Yedatore.

Appointed under clause (e) of para 8 of the Rules.

24. Mr. C. Narasimiah, B.A., B.L., Advocate, Mysore.
25. Mr. Mir Raza Ali of Periapatam, Land-holder and Contractor, Hunsur Taluk.
26. Rev. D. F. Laurent, Catholic Priest, Ganjam, Seringapatam Taluk.
27. Mr. Amble Anniah Pandit, Land-holder, Mysore.
28. Mr. Turuvekere-Basavaraj Urs, Inamdar.
29. Mr. Chenna Bore Gowda of Maddur, Land-holder, Mandya Taluk.
30. Mr. T. N. Mir Kamaludin Ali Khan, Palace Musaheb and retired Assistant Commissioner.

GBPM.—29-1-11.—250.

Proposals to improve the unsatisfactory condition of the D.F roads in the Mysore Dt

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File No. 254/12

Serial No. 2.

Diary No. of letter replied to 5833

Proceedings of the Government of His Highness the Maharaja of Mysore

GENERAL AND REVENUE SECRETARIAT.

(43)

Paper under disposal. the 191

Date of issue 22.10.13

Signed by Mr A. V. Ramanathan

READ—

Letter no: 538 dated the 27th March 1913 from the President District Board, Mysore District soliciting orders on the following—

ORDER THEREON. ~~No.~~

Suggestions of the ~~District~~ Board towards improving ~~in regard to the improvement of the unsatisfactory~~ condition of the ~~District~~ Local fund roads in the district; alleged to be ~~Colonial proved~~ unsatisfactory.

over.

SUBJECT.

1. Bangalore – Mysore road via kankanhalli
2. Seringapatam – Nanjarajapatna road
3. Yelwal – Hassan road
4. Yedatore – Ramanathapur road
5. Hampapur – Ramanathapur road.

1. That the marginally noted five roads be transferred to the Public works department for maintenance out of General revenues and a special grant of one lakh of rupees be allotted for improving the other roads; and

2. That all the 5 roads be maintained by the Public works department, a fixed annual Contribution being levied therefor from district funds in addition to the income from tolls on the roads.

Order thereon:-

Government regret that neither of the two alternative proposals made above can be sanctioned, as the duty of maintaining the local communications ~~primarily~~ devolves on the District Boards, according to law, ~~Boards~~ and as the ~~grant~~ annual grants by the Public Works Department does not

G.R.S. 27]

GENERAL AND REVENUE SECRETARIAT.

(Continuation sheet draft form.)

admit of new roads being taken up by it for maintenance.

2. The District Board will do well to conserve their funds as far as possible for the improvement of the existing Communications and postpone new works until their resources improve and also to consider the feasibility of levying tolls on some of the roads opened.

Draft 26/9 Approved 11/9 for Secretary

To

The President D.B. Mysore D.

" Chief Engineer.